



AMENDMENTS TO THE SPECIFICATION

Please replace the indicated paragraphs with the following replacement paragraphs, marked-up to show changes:

[0005] The secondary pump 34 and the supply pump 35 are pressure control pumps which are capable of adjusting the output pressure, and they are connected respectively to fuel recovery pipes 38a and 38b which serve to return surplus fuel that has been discharged from the pumps 34 and 35, to the fuel tanks 31a and 31b. A fuel recovery pipe 38c for returning surplus fuel discharged from the common rail 37 to the fuel tanks 31a and 31b is connected to an intermediate point of the fuel recovery pipe 38b. A pressure control valve (PCV) 40 is provided in the fuel recovery pipe 38c and the pressure inside the common rail 37 is adjusted to the optimal pressure for fuel injection. The fuel recovery pipes 38a and 38b are joined to a single main fuel return pipe 39. Therefore, the surplus fuel from the secondary pump 34, the supply pump 35 and the common rail 37 is all recovered into the main fuel return pipe 39. Two subsidiary fuel return pipes 44a and 44b branch off from the downstream end of the main fuel return pipe 39, and these subsidiary fuel return pipes 44a and 44b are connected respectively to the fuel tanks 31a and 31b. The surplus fuel recovered into the main fuel return pipe 39 is divided between these subsidiary fuel return pipes 44a and 44b and returned to the respective fuel tanks 31a and 31b via the same. In the diagram, numeral 43 denotes a fuel cooler and numeral 45 denotes a fuel shut-off valve.

[0007] In a vehicle that is fitted with a plurality of fuel tanks, if the fuel in the respective fuel tanks is used in a sequential fashion, ~~in other words, if such that~~ the supply of fuel switches from one fuel tank to the next fuel tank when ~~[[the]]~~ one fuel tank has become empty, then ~~since a DME requires a large amount of fuel to be supplied to the fuel injection valves, as described previously,~~ it is necessary to provide a large-capacity pressure feed pump, respectively, at each fuel tank ~~[[.]]~~ due to the fact that a DME requires a large amount of fuel to be supplied to the fuel injection valves, as described previously. This leads to increased costs. Moreover, providing a large pressure feed pump inside each fuel tank may also be problematic in terms of space.